

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Star Route & Palouse St. Brick Road

other names/site number Maple Street & Palouse Street

2. Location

street & number Portion of Maple Street & Palouse Street

☐ not for publication

city or town Pullman

☐ vicinity

state WA code WA county Whitman code 075 zip code 99163

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria

X A B C D

Signature of certifying official/Title

Date

WASHINGTON SHPO

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

 entered in the National Register

 determined eligible for the National Register

 determined not eligible for the National Register

 removed from the National Register

 other (explain:)

Signature of the Keeper

Date of Action

Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

5. Classification

Ownership of Property (Check as many boxes as apply.)

☐ private
☒ public - Local
☐ public - State
☐ public - Federal

Category of Property (Check only **one** box.)

☐ building(s)
☐ district
☐ site
☒ structure
☐ object

Number of Resources within Property (Do not include previously listed resources in the count.)

Contributing	Noncontributing
	buildings
	district
	site
1	structure
	object
1	Total

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions (Enter categories from instructions.)

TRANSPORTATION: road-related

Current Functions (Enter categories from instructions.)

TRANSPORTATION: road-related

7. Description

Architectural Classification (Enter categories from instructions.)

No Style

Materials (Enter categories from instructions.)

foundation: Brick

walls:

roof:

other:

Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

The nominated resource includes a block each of Palouse Street and Maple Street (formerly Star Route) in Pullman, Washington. The streets are located in Section 5, Township 14 North, Range 45 East of the Willamette Meridian. The vitrified brick-paved portion of Palouse Street is 312 feet in length and the brick paved portion of Maple Street is 319 feet in length. The street is approximately 24 feet wide. The intersection of Kamiaken Street and Palouse Street, which marks the current western edge of the brick paving, is approximately 2,359 feet in elevation. Palouse Street rises 16 feet as it heads eastward to meet Maple Street. Then the road (NE Maple St.) turns northward and increases another 36 feet until it meets Whitman Street at 2,411 feet in elevation. The total rise of the nominated street is 52 feet. Palouse Street has an angle of elevation of three degrees and the Maple section has an angle of elevation of six and one-half degrees. As the vitrified bricks are over 100 years old and are still a useable road surface they have a high degree of historic integrity owing to the quality of materials, installation, and maintenance.

In conformance with specifications of the era¹, the bricks of Star Route & Palouse Street are No. 1 vitrified pavers² with dimensions not less than 2.5" X 4" X 8". All bricks are set in soldier courses (on edge) with a visible surface of 2.5" X 8" and arranged in a running bond pattern. The regular gutter configuration is parallel with the roadway and five bricks on edge wide. The regular street configuration is perpendicular with the roadway. There is some variation in these patterns to accommodate turn radii and utility access. The road dimensions are 12' wide lanes (one in each direction) with a 6' radius on the turns. Beneath the 4" depth of brick lie several substrata including: a bottom layer of 4" crushed rock base; a lower-middle layer of 5" concrete base (comprised of one part cement, three parts sand, and five parts broken stone); and an upper-middle layer of 2" of compacted sand. Filler, made of one part sand to one part Portland cement, was placed between the joints of the bricks, and another layer of sand was swept over the bricks to fill in any gaps. Finally, a three to five-ton roller was used.

The brick surface is in good condition in 2013, but there is small amount of edge crumbling in some areas.³ A one-foot-wide strip of brick approximately midway along the Maple Street portion has been removed, presumably to install utilities, and replaced with asphalt.

¹ National Paving Brick Manufacturer's Association. *Specifications for the Construction of Vitrified Brick Street Pavements and Vitrified Brick Highways*. Cleveland: F.H. Kimball Co.: 1914.

² Vitrified bricks are produced by heating clay to a temperature of over 1800 degrees Fahrenheit, which aids in solidity and waterproofing. H.A. Wheeler, *Vitrified Paving Brick: A Review in the Present Practice in the Manufacture, Testing and Uses of Vitrified Paving Brick*, (Indianapolis: T A. Randall & Co., 1910), 10-11.

³ According to Dan Crimmins, an engineering technician for the city of Pullman, the brick roads are in good condition overall given their age. Crimmins and several other Pullman residents have given anecdotal evidence that the brick-paved sections of Palouse and Maple streets were paved over with asphalt at some point. However, no evidence has surfaced to support this claim. Interview by Sam Knittle, February 2013.

Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☐ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- | | |
|--------------------------|--|
| <input type="checkbox"/> | A Owned by a religious institution or used for religious purposes. |
| <input type="checkbox"/> | B removed from its original location. |
| <input type="checkbox"/> | C a birthplace or grave. |
| <input type="checkbox"/> | D a cemetery. |
| <input type="checkbox"/> | E a reconstructed building, object, or structure. |
| <input type="checkbox"/> | F a commemorative property. |
| <input type="checkbox"/> | G less than 50 years old or achieving significance within the past 50 years. |

Areas of Significance

(Enter categories from instructions.)

COMMUNITY PLANNING & DEVELOPMENT

TRANSPORTATION

ENGINEERING

Period of Significance

1913

Significant Dates

1913

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Federal Construction Company (Builder)

Warren Construction (Builder)

Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

Narrative Statement of Significance

(Provide at least **one** paragraph for each area of significance.)

The vitrified brick paving of the Star Route & Palouse St. Brick Road in Pullman, Washington is historically significant under criteria A as a resources that relates directly to the "Good Roads" movement that swept over many communities in Washington State and nationwide in the first decades of the twentieth century. The brick paved sections of streets are an excellent example of how community and business leaders' physically transformed their desire to create an attractive and durable all-weather road to Washington State College (WSC), and thus build a "town and gown" connection between the downtown core and WSC campus. The period of significance begins and ends in 1913, the date of construction of the nominated road section.

Pullman and Washington State College (now Washington State University) have an integrated economic and social relationship—so close that one cannot be discussed without reference to the other. Yet the college's location atop College Hill—one of the city's four hills—originally made it difficult to access, particularly in poor weather along unimproved roads. By the 1910s, with student enrollment increasing, several new buildings rising on campus, and several civic street improvement projects underway, a new, year-round accessible route was needed between the city and the campus. The first streets paved on College Hill began at the Northern Pacific Railroad depot across Palouse Street, turned up Star Route (now known as NE Maple Street) to Montgomery Street (now known as NE Campus Street) then east towards the college. The steepest portions of those streets (closest to the depot) as well as the depot parking lot were paved in brick, and today stand as important historical and cultural landmarks because of their essential connections between the campus, the city, and the railroad.^{iv} They also assisted in aiding in the early growth and development of Washington State College and Pullman.

Whitman County was enormously productive in the early part of the twentieth century: it led the state in beef production; it produced high profits for wheat farmers; and it boasted the state's only land grant college in Pullman. The growing economy attracted a significant number of immigrants who sought to profit from the agricultural possibilities in Whitman County. However, in the early to mid-twentieth century, as land prices rose and competition between farmers drove crop prices down, many farmers ultimately sold or leased their farms and moved to Pullman. The establishment of the state college—created in 1891—was also was a major contributor to the city's growth. By 1900, Pullman's population had grown to 1,300 and then more than doubled, to 2,700 in 1910.^v Reports indicate that in 1911, there was a forty percent increase of young women interested in the college for courses in Domestic Economy (otherwise known as Home Economics).^{vi} As Pullman and Washington State College grew, there was more horse, carriage, and automobile traffic on the roads, and the brick-paved roads quickly became principal thoroughfares. Along these roads many important local landmarks were built and/or became more conveniently accessible with the completion of the paving. These include the First Methodist Episcopal Church of Pullman, The United Presbyterian Church, the Christian Church of Pullman, the Pullman Hospital, and the Northern Pacific Railroad Depot.^{vii}

^{iv} Visual evidence of the paving of the Northern Pacific depot and Kamiaken Street can be seen in the historic photographs accompanying the nomination.

^v James Lindsay, "An Economic History of Whitman County, Washington." Washington State University (1923).

^{vi} "College of Home Economics: Dean Records 1938-1952 Archives 167, Bibliographical/Historiographical note." Accessed March 26, 2013. <http://ntserver1.wsulibs.wsu.edu/masc/finders/ua167.htm>

^{vii} Advertisement, *Pullman Herald*, August 01, 1913; Catalog of the State College of Washington, Pullman (1914-1915) Map.

Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

In Pullman's early years, the nominated route was unpaved and used principally by horses and buggies. In the winter, these roads became muddy and nearly impossible to navigate. To facilitate pedestrian traffic a wooden sidewalk along the east side of Star Route was built in 1906. That same year, incandescent lights were installed from City Hall (originally on Kamiaken Street near the South Fork of the Palouse River), along Star Route towards Oak Street and a triumphal arch marking the original entrance to campus.^{viii} Still, the road conditions remained deplorable. On February 9, 1907, the *Pullman Herald* editorialized about the safety of Star Route: "[It is] the most dangerous road in the county... there is an almost perpendicular drop off of 18-20 feet with the Northern Pacific Track lying beneath. If a team should run away on coming down Star Route it would in all probability dash over the yawning precipice and death would be inevitable."^{ix}

The importance and significance of the brick roads are also seen through their connection to the railroad, which played an important role in the growth and economy of Pullman and Whitman County. Pullman, in fact, was home to two railroad depots. In 1885, the Oregon Railway & Navigation Company built its first depot west of Grand Avenue and in 1887, the Northern Pacific built a depot on the east side of Grand Avenue. Northern Pacific immigration officials visited Pullman in the summer of 1913 and were impressed with the campus and the city. One official claimed they were sending immigrants to a "paradise."^x Due to the rapid growth and awareness of the region's significance, in 1917, Northern Pacific paid \$40,000 for a more "modern" facility to replace the original depot. The existing pad was enlarged and laid in vitrified brick to match adjacent Palouse Street and Star Route Street.^{xi} The railroads were the lifeline for the college town, and the Northern Pacific perhaps the most significant, as it was closest to the campus; transporting students, faculty, townspeople, visitors, as well as goods and foodstuffs to and from the surrounding farmlands.

Indeed, in the late nineteenth-century and early twentieth century the only practical way to travel to Pullman was via the railroad. The Northern Pacific and Oregon Railway & Navigation Company ran special trains through Pullman during school breaks for non-resident students to go back home.^{xii} Moreover, students would ride the train to nearby Moscow to watch football games and other collegiate activities.^{xiii} It was not until the 1910s that automobiles—due largely to the construction of new roads through the county—began to challenge railroads for regional transportation supremacy.

Yet in the early 1910s, horses, buggies, and carriages still provided the city's principal means of transportation. However, a rising population and the emergence of automobiles, coupled with no paved city streets became an increasingly problematic situation. By 1910, the Pullman Chamber of Commerce began to campaign for paved streets. The local newspaper, the *Pullman Tribune* encouraged the city council to start a "Pullman Beautiful" movement (as part of the "City Beautiful" movement sweeping the nation's larger cities), which would include road construction as a key element.^{xiv} The Pullman "Good Roads Committee," created as part of the Chamber of Commerce and led by R. W. Thatcher and J. J. Rouse, began forming a plan to pave a road from downtown to

^{viii} William Homer Latta, *A History of the United Presbyterian Church of Pullman, Washington: 1899-1949*, (S.I.: The Church, 1949), 4.

^{ix} Editorial, *Pullman Herald*, February 9, 1907.

^x "Northern Pacific Immigration Officials Pleased With Pullman," *Pullman Herald*, August 22, 1913.

^{xi} "\$40,000 Northern Pacific Depot Comes To Pullman," *Pullman Herald*, May 5, 1916.

^{xii} "Brief Local News" *Pullman Herald*, December 23, 1921.

^{xiii} "To Run Excursion Train," *Pullman Herald*, November 09, 1909.

^{xiv} "Pullman Beautiful," *Pullman Tribune*, April 22, 1910.

Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

the college on February 3, 1911.^{xv} Paved roads, the *Pullman Herald* argued, would benefit the local economy by allowing delivery people to reduce prices for customers because they could operate year round.^{xvi}

The paving plans created heated debates. While there was widespread agreement that the streets should be paved, there was no agreement as to who ought to shoulder the costs. As proposed, the costs of new street improvements were to be placed on the property owners of the improved district.^{xvii} This resulted in protests by property owners, who complained about paying full price while the roads' users—who may or may not be property owners—would not have to pay anything.^{xviii} There were calls for a citywide levy to pay for the streets, but many citizens were opposed to paying taxes for roads they never used. Eventually Pullman's first residential local improvement district (LID) was formed and supplemental funding was provided by the city, several local businesses, and the State College.^{xix}

The Pullman Good Roads Committee, the Chamber of Commerce, and the City Council recommended the existing unpaved route through College Hill be paved, rather than due east from Main Street, because the College Hill route provided an easier grade.^{xx} The city engineer chose a paving surface of macadam and concrete curbing for much of the route, but recommended brick for the steepest sections of the streets to provide traction for horse teams. Brick was the preferred surfacing material due to several advantages it had over other materials: it could be laid rapidly without skilled labor and easily removed to replace or repair water mains, joints between the bricks provide a good foothold for horses, and brick does not get slippery when wet which is effective for steep grades.^{xxi} Brick also has a low tractive resistance, which city engineers saw as a positive for the future. Brick yields little to mud or dust, and is nonabsorbent especially when the joints are filled with grout. In 1912, Washington State College Civil Engineering students Matthew P. Brislawn and Walter E. Doolittle completed a senior thesis that examined street materials, costs, construction methods, and potential benefits, concluding that brick offered all of the above advantages (and adding that brick has a much more pleasing presence than asphalt or other wearing courses). On March 29, 1912 the city published Ordinance 218, stipulating the paving of the brick portion of the route, and began accepting bids for construction shortly thereafter.^{xxii}

The city initially chose the Federal Construction Company, under the management of V.F. Hanrahan, to pave the route. Working under project superintendent N. W. Scharf, the Federal crews completed only the beginning stages of the work. The contract was then reassigned to Warren Construction of Walla Walla, which completed the work on July 26, 1913.^{xxiii} Warren Construction subsequently completed many of Pullman's street improvement projects in the 1910s. With the completion of the paving project, Pullman now featured a fully modern road that stretched from the Northern Pacific Depot to Washington State College. Yet no speed limit had been posted. With automobile ownership increasing in the city and—courtesy of newly paved surfaces—carriages now able to move along the streets at higher speeds, vehicles regularly sped down the hills. Even

^{xv} "Paved Street From City to College Campus Favored," *Pullman Tribune*, February 3, 1911.

^{xvi} "Dr. Egge's Theories on Paving," *Pullman Herald*, December 19, 1913.

^{xvii} Pullman, WA, Ordinance No. 222 (1912).

^{xviii} "Dr. Egge's Theories on Paving," *Pullman Herald*, December 19, 1913.

^{xix} "Inland Empire Communities at Work; Pullman to be a Community of Paved Streets," *Spokane Daily Chronicle*, July 3, 1912.

^{xx} "Road To College Will Be Paved," *Pullman Herald*, February 3, 1911.

^{xxi} Brislawn and Doolittle, "Street Improvement," 5.

^{xxii} "College Hill Residents Ask For Paving of Streets," *Pullman Tribune*, March 29, 1912.

^{xxiii} "Two Paving Districts Almost Done," *Pullman Tribune*, July 25, 1913.

Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

Washington State College President Bryan, according to an oral history, apparently was hit a few times by speeding cars.^{xxiv} On May 23, 1913, Pullman addressed the citywide speed issue, passing an ordinance to limit the speed to 12 miles per hour for automobiles and horses on all roads in Pullman.^{xxv} By 1915, the entire state of Washington featured only twenty-six miles of brick-paved roads, of which Pullman's paved section made up a vital part.^{xxvi} That the city and residents of Pullman chose brick for part of the paved route to campus demonstrated their confidence in the continued growth of the college and the city.

The city of Pullman, Washington State College (now university) and the railroad were closely interrelated, and the paving of streets along College Hill in the early twentieth century facilitated communication between the critical functions of the town. The railroad was an early and important institution that linked Pullman to the greater region and allowed for the transportation of settlers, students, and employees of Washington State College—and the city. The street was part of the primary route to the campus of Washington State University for over 40 years. Today the roads retain significance for their role in facilitating the growth and development of the city and college.

^{xxiv} Bryan-Gannon, Gertude (Daughter of Enoch A. Bryan), interview by Linda Lilles, cassette, tape 3 (June 28, 1983)

^{xxv} Pullman, WA, Ordinance No. 240 (1913).

^{xxvi} Peter J. Hugill, "Good Roads and the Automobile in the United States: 1880-1929," *Geographical Review*, Vol. 72, No. 3, (July 1982): 348.

Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

Advertisement. *Pullman Herald*. August 01, 1913.

"Brief Local News." *Pullman Herald*. December 23, 1921.

"Dr. Egge's Theories on Paving." *Pullman Herald*. December 19, 1913.

Editorial. *Pullman Herald*. February 9, 1907.

"Northern Pacific Immigration Officials Pleased With Pullman." *Pullman Herald*. August 22, 1913.

"Road To College Will Be Paved." *Pullman Herald*. February 3, 1911.

"To Run Excursion Train." *Pullman Herald*. November 09, 1909

"College Hill Residents Ask For Paving of Streets." *Pullman Tribune*. March 29, 1912.

"Paved Street From City to College Campus Favored." *Pullman Tribune*. February 3, 1911.

"Pullman Beautiful." *Pullman Tribune*. April 22, 1910.

"Two Paving Districts Almost Done." *Pullman Tribune*. July 25, 1913.

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"A Mill Tax for the Support of Higher Educational Instructions in Texas" *University of Texas Bulletin*, No. 2236 (1922): 1-155.

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Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67 has been requested)
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☐ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☒ University
☐ Other
Name of repository: WA State University

Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property Less than one acre
(Do not include previously listed resource acreage.)

UTM References _____ NAD 1927 or ☒ NAD 1983

(Place additional UTM references on a continuation sheet.)

1	<u>11</u> Zone	<u>4 86 322</u> Easting	<u>51 75 272</u> Northing	3	<u>11</u> Zone	<u>4 86 464</u> Easting	<u>51 75 304</u> Northing
2	<u>11</u> Zone	<u>4 86 406</u> Easting	<u>51 75 222</u> Northing	4	_____ Zone	_____ Easting	_____ Northing

Or Latitude/Longitude Coordinates

(enter coordinates to 6 decimal places)

1	_____ Latitude	_____ Longitude	3	_____ Latitude	_____ Longitude
2	_____ Latitude	_____ Longitude	4	_____ Latitude	_____ Longitude

Verbal Boundary Description (Describe the boundaries of the property.)

Only the physical brick paving surface is included as part of the nomination boundaries. Curb and sidewalks are outside the period of significance and boundaries of site.

Boundary Justification (Explain why the boundaries were selected.)

The vitrified brick paving was selected because it is the only part of the site that is original and it is the only brick paving exposed and documented in the historic record.

Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

11. Form Prepared By

name/title Robert Franklin & Allison Munch-Rotolo
organization College Hill Association date 12-09-2013
street & number P.O. Box 164 telephone 907-223-4778
city or town Pullman state WA zip code 99163
e-mail robert.franklin@email.wsu.edu ; amr_wa@yahoo.com; cha.pullman@gmail.com

Note: This nomination represents collaborative research performed by members of a seminar on Historic Preservation conducted by Phil Gruen at Washington State University, Spring 2013. The participants in the seminar were: Jared Blakeman, Sarah Eystad, Heather Field, Robert Franklin, Holly Giermann, Chelsea Herold-Prayer, Kevin Jones, Samantha Knittle, and Connor Willey. Additional assistance and support was provided Daryl Ferguson of Rain Shadow Research, the Whitman County Historical Society, and WSU Manuscripts Archives and Special Collections.

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Photo Log

Name of Property: Star Route & Palouse St. Brick Road

City or Vicinity: Pullman

County: Whitman

State: Washington

Photographer: Allison Munch-Rotolo

Date Photographed: May 28, 2012

Description of Photograph(s) and number, include description of view indicating direction of camera:
Present-day Palouse Street looking Southeast

1 of _3_.



Star Route & Palouse St. Brick Road

Name of Property

Whitman County, WA

County and State

Name of Property: Star Route & Palouse St. Brick Road

City or Vicinity: Pullman

County: Whitman

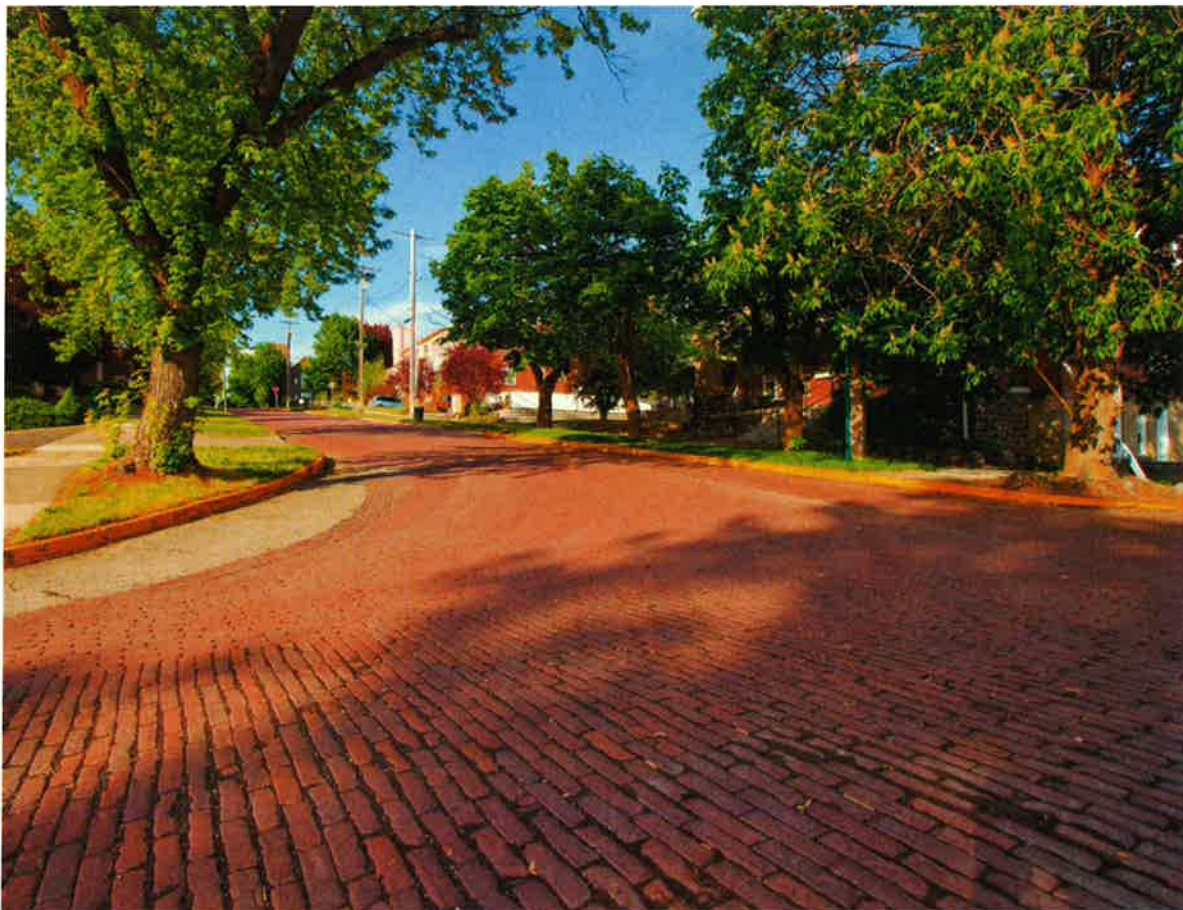
State: Washington

Photographer: Allison Munch-Rotolo

Date Photographed: May 28, 2012

Description of Photograph(s) and number, include description of view indicating direction of camera:
Present-day Intersection of Palouse and Maple Streets looking Northeast

2 of _3_.



Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

Name of Property: Star Route & Palouse St. Brick Road

City or Vicinity: Pullman
County: Whitman

State: Washington

Photographer: Allison Munch-Rotolo
Date Photographed: May 28, 2012

Description of Photograph(s) and number, include description of view indicating direction of camera: Present-day Maple Street looking Northeast

3 of _3_.



Property Owner: (Complete this item at the request of the SHPO or FPO.)

name City of Pullman – CO: Mark Workman, City Supervisor

street & number 325 SE Paradise St.

telephone (509) 334-4555

city or town Pullman

state WA

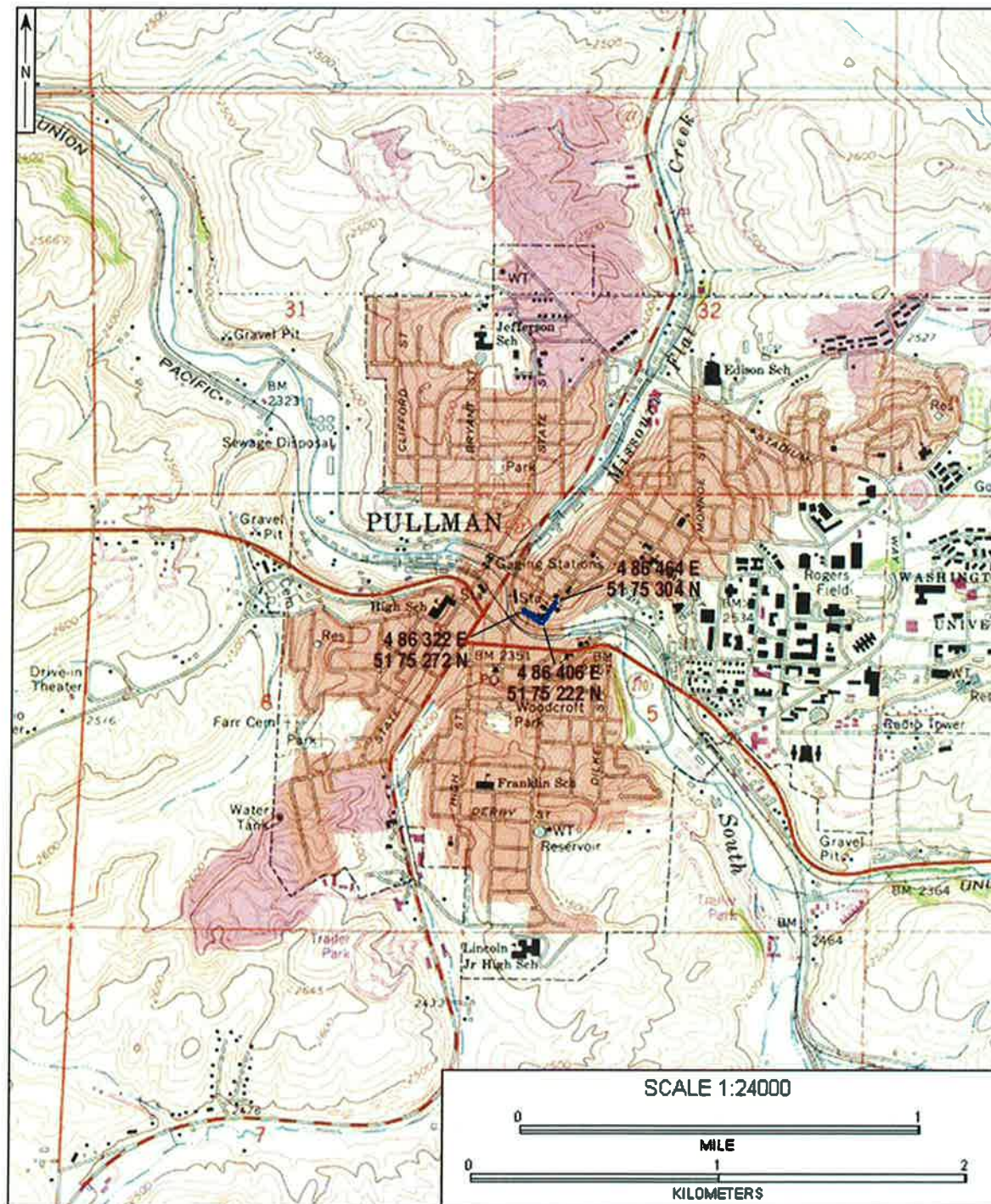
zip code 99163

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Star Route & Palouse St. Brick Road
Name of Property

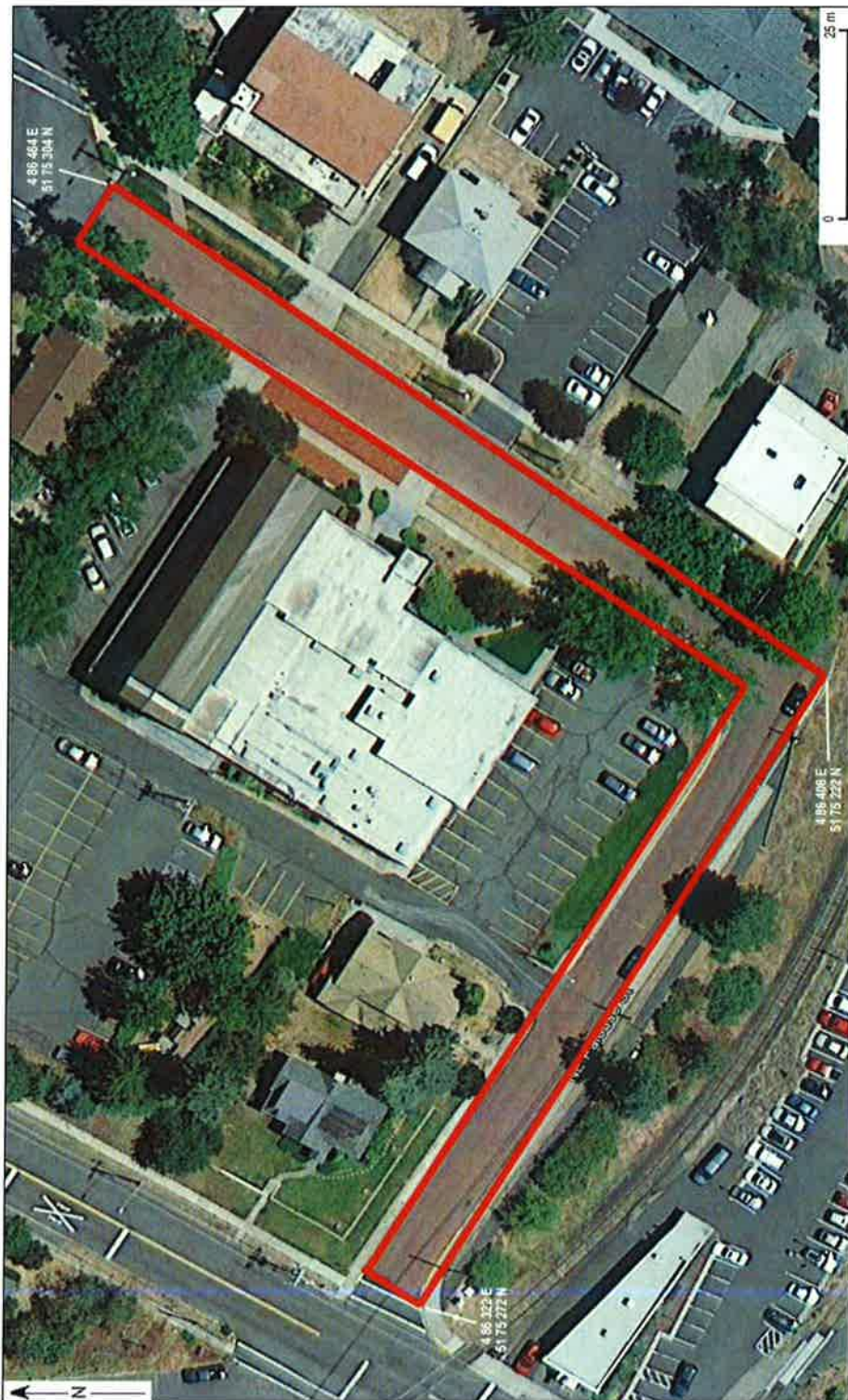
Whitman County, WA
County and State



Maps: A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.

Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State



Maps: Aerial photograph (Google Earth Image, 25 July 2013).

Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Historic and Present Day Comparison of Maple Street



Undated, Maple Street.
Photo courtesy of Manuscripts, Archives, and Special Collections,
Washington State University, Pullman, WA



March 21, 2013. Maple Street. Photo courtesy of Chelsea Herold-Prayer.

Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

Historic and Present Day Comparison of Southeast End of Palouse Street



Northern Pacific Railroad Station, 1940.
Photo courtesy of Manuscripts, Archives, and Special Collections,
Washington State University, Pullman, WA



Similar view, March 21, 2013. Photo courtesy of Chelsea Herold-Prayer.

Whitman County, WA
County and State

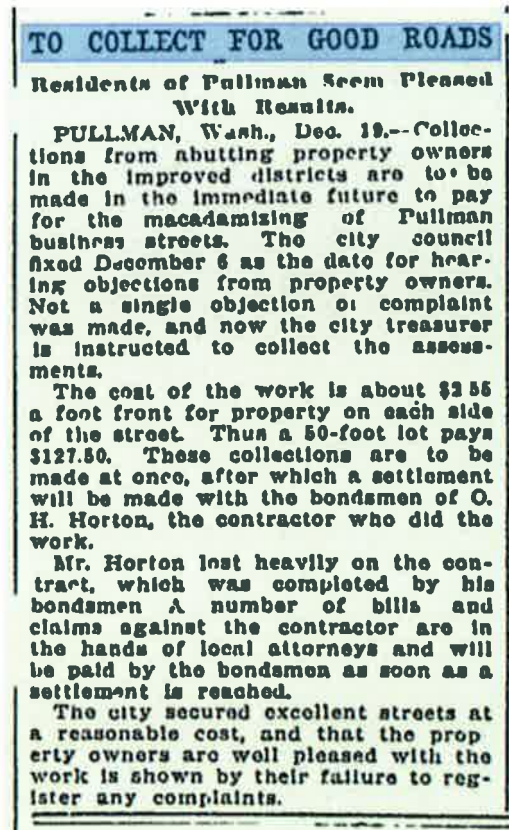


Star Route & Palouse St. Brick Road

Name of Property

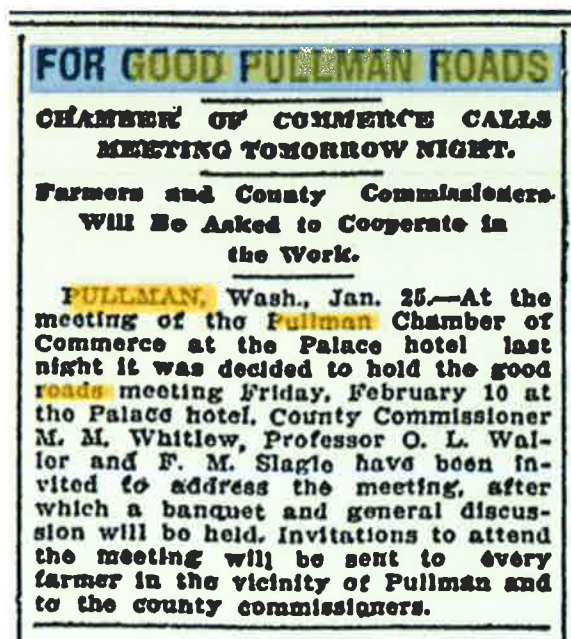
Whitman County, WA

County and State



"To Collect for Good Roads"

- Spokesman Review, December 21, 1906

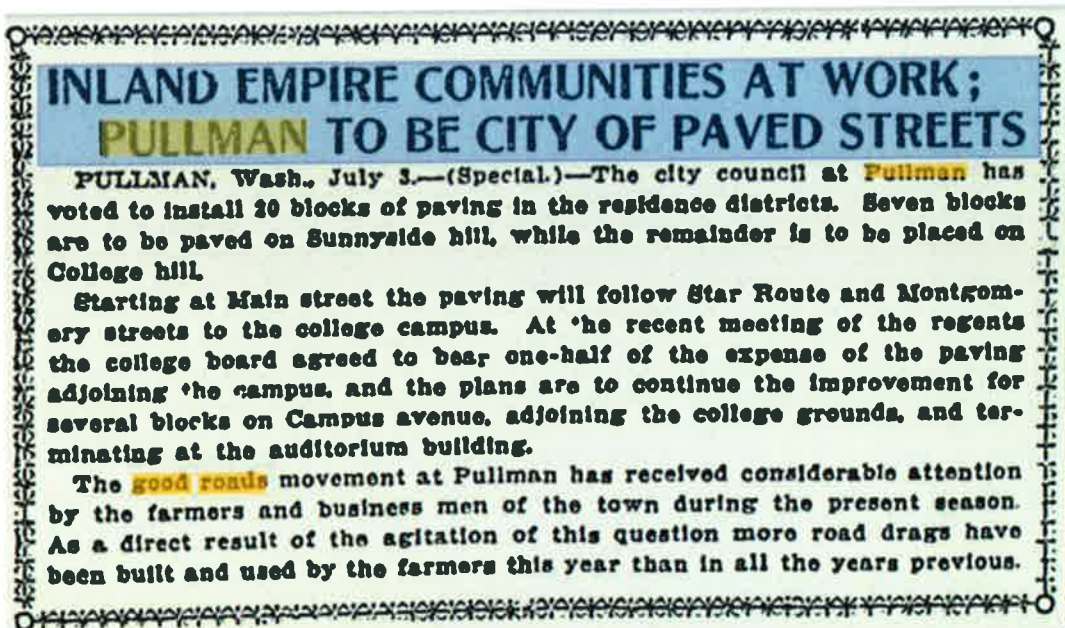


"Pullman People to Talk of Roads"

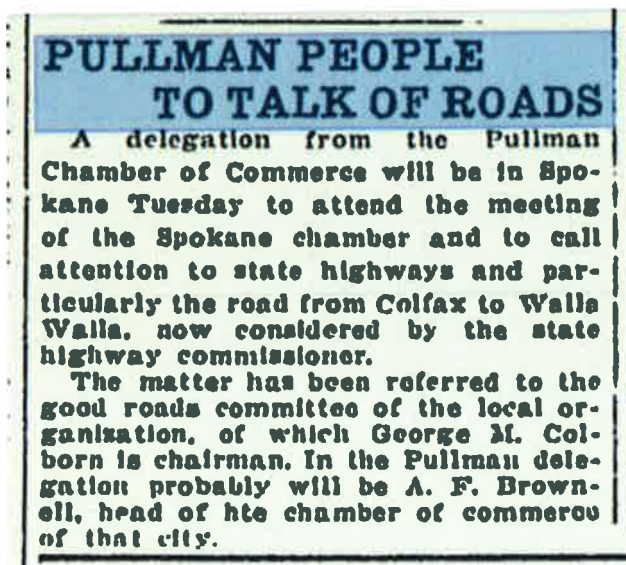
- Spokesman Review, January 26, 1911

Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State



"Inland Empire Communities at Work; Pullman to be City of Paved Streets"
- Spokane Daily Chronicle, July 3, 1912



"Pullman People to Talk of Roads"
- Spokane Daily Chronicle, May 1, 1914

Star Route & Palouse St. Brick Road
Name of Property

Whitman County, WA
County and State

